to Convicted Boasters

"I understand that you have said that

you can serve two and a half years standing

"I may have said it," replied 'Humpy,

"Well, I'll give you a chance to see if

you can do it," said the Judge. Robert Noble and William Crowley, two

was all over.

"Come back," said the Recorder. "I will also fine you \$500. That may be a warning to others of your kind in the Tombs."

ANNOUNCEMENT FROM COLER.

Anxious About Poor Pavers.

Service Commission said yesterday:

of it."

commission.

ell's counsel.

Obey the Law-Hal Bell Grows

President Bird S. Coler of the new Civil

"I intend to comply with the law in all

particulars. You see, I am not like Presi-

dent Roosevelt, who violates a law when

he thinks that law is wrong. If the law

makes hardships it can be changed. Until

it is changed I will live up to the letter

The new commission, Mr. Coler said.

would make a thorough investigation of all

the city departments to find out whether there are any more violations like those

"I move as an amendment that it be re-erred to Emanuel Friend," said Borough President Littleton. Mr. Friend is Mr.

Bell's counsel.

The communication was sent to the Commissioners of Accounts for report.

Comptroller Grout offered a resolution that the city's expenditures for small parks be limited to \$3,000,000. He afterward amended it to read \$4,000,000 a year.

Propositions for small parks the estimated cost of which is \$12,000,000 are now before

cost of which is \$12,000,000 are now before the Board of Estimate. Mr. Grout said

that the city's borrowing margin was now only about \$125,000,000. He was heartily in favor of small parks, but necessary im-provements, such as new docks, additional

water supply and more subways, should have the preference.
The resolution was tabled against the votes of the Mayor and the Comptroller.

MARINE INTELLIGENCE.

MINIATURE ALMANAC-THIS DAY.

Sandy Hook. 6:26 | Gov. 1'd. 6:58 | Hell Gate . . . 8:51

Arrived-PRIDAY Oct. 7.

French cruiser Jurien de La Gravière, Sydney,

French cruiser Jurien de La Gravière, Sydney C. B., Oct. 3.
Ss Lombardia, Genoa, Sept. 20.
Ss Idaho, Hull, Sept. 24.
Ss Adria, Christiansand, Sept. 26.
Ss Adria, Christiansand, Sept. 26.
Ss Anna, Venice, Aug. 9.
Ss Cape Breton, Glasgow, Sept. 22.
Ss Drayton Grange, Southampton, Sept. 25.
Ss Asuncion de Lartinaga, Sourabaya, July 28.
Ss Zlngara, Sourabaya, July 18.
Ss Indrapura, Shanghai, June 30.
Ss Puritan, Samarang, Aug. 1.
Ss Etolia, Samarang, July 18.
Ss Monterey, Vera Crus, Sept. 27.
Ss Niagara, Tampico, Sept. 30.
Ss Alliance, Gudad Bolivar, Sept. 22.
Ss Thrift, Tilt Cove, Sept. 29.
Ss El Sud, New Orleans, Oct. 2.
Ss Hamilton, Norfolk, Oct. 6.
Ss Chesapeake, Baltimore, Oct. 5.
Ss Oneida, Philadelphia, Oct. 6.
Bark Hector, Lewisport, N. F., Sept. 17.

ARRIVED OUT.

Ss Celtic, from New York at Queenstown. Ss Koenigin Luise, from New York at Naples

SAILED PROM FORMIGN PORTS.

OUTGOING STEAMSHIPS.

Satt To-day.

Malls Close.

Ss Arabic, from Liverpool for New York. Ss Furnessia, from Moville for New York.

Close,
Close,
Characteristics of the control of the

Sail Tuesday, Oct. 11. Kaiser Wilhelm der Grosse,

Apache. City of Birmingham.

During Steamshife.

Due To-day.

Galveston.

Jacksonville.

Liverpool.

Liverpool.

Havre.

Glasgow.

Savannah.

Jacksonville.

Nassau.

ue To-morrau.

Hamburg ... London ... Jacksonville. Savannah ...

Antwerp.
Rotterdam.
Southampton.
Porto Cabello
Galveston.
New Orleans.

Due To-morrow.

Due Monday, Oct. 10.

Due Wednesday, Oct. 12.
Liverpool
Genoa.
Glibraiter.
Glibraiter.
Colon.

...6:02 | Sun sets.... 5:33 | Moon rises HIGH WATHE-TRIS DAY.

Judge McMahon said:

but, Judge, I didn't mean it."

SUBWAY'S LATCH STRING OUT.

AND THE TRAINS ARE FILLED AS IF THE ROAD WERE OPEN.

Lots of Folks Riding on Passes Up and Down, and All Charmed With Their Experiences-Train Men Glad to Have 'Em-And It Improves Practice.

Although the subway will not be opened formally on Oct. 27, thousands of citizens have already ridden in the cars and hundreds ride almost every night. The management seems glad to have passengers, riding at their own risk, in the trains while the crews are being broken in, to give the motormen and guards a semblance of the real thing in subway travel that is soon to

To get into the subway for one of these preliminary trips one must have a pass, and pull the latch string. It hangs out for all who have the proper credentials.

All of the entrances to the stations are boarded up crudely, but at each station the traveller will find a string hanging outside. Pull it, and the rough door swings March down the steps any evening at one of these stations, show your pass to the watchman, then wait for your train to swing in, and off you go.

A newspaper man having a pass in his pocket, strolled over to the City Hall station the other evening, pulled the string and went down. He heard voices, most of them feminine, as he went down the steps. Three or four lanterns gave all the light there was. But there were nearly twenty men and women walking about waiting

Piles of lumber cluttered up the platform. The trains were just beginning to run undera regular headway, but none was within bearing distance. It was difficult to make out the limits of the platform in the gloom. The station was cheerless, but it was noticeable that the air was fresh.

Soon there came out of the darkness the hum of an approaching train. Then there was a glimmer of light on the rails around the curve and then, with scarcely any noise, a brightly lighted train seemed to glide, rather than to roll, into the station.

There was almost no noise in its approach. The cars were those which have been used on the elevated road preparatory to being put in service on the subway To the surprise of the waiting passengers, the train was crowded. The people were in high spirits. Many of them were in evening dress. They looked as if they might be a theatre crowd exclusively. One-half of the passengers, if not more, were women, and they were all dressed smartly. It was clearly an outing crowd. Coming around the curve so silently into the gloom of the City Hall station, the train seemed like a spectre. It was hard to realize that so much activity could exist directly under the surface of the ground and those immediately over it remain in complete ignorance.

Boardings the cars, the new passengers found those already in them practically all standing up. They were peering out of the windows. There was nothing to see but the stations, and that at the City Hall was in gloom. The lights of the train, however, brightened it up, and it was easy to get a clear idea of the attractiveness o the place.

Precisely as on the elevated the doors were opened and shut, the bells ding-donged, and off the train moved. So smooth is the roadbed and so well planned are the curves that the passengers had to look ahead or

that the passengers had to look ahead or behind to notice that the train was really going around a curve.

In a minute or so the train had gone around the loop and had pulled into the Brooklyn Bridge station. This was brightly lighted, as were all the other stations on the road. The lighting arrangements at the City Hall station had not yet been put in working order.

Peering from the windows the passenger Peering from the windows the passenger notices that incandescent lights are fastened to the pillars between stations at what seem to be intervals of 100 or 150 feet. They light up the road, but not brilliantly. One could hardly read a newspaper in the subway outside of the cars. The trains, of course, are bright with light. As the train gathers speed the black shadows of the steel uprights flash against the eyes, and the effect is not altogether blessant. It makes the passenger want pleasant. It makes the passenger want to keep his eyes inside the train after a few minutes of straining to see what is visible. There is really little to see in the subway but the stations. At present they are nearly all cluttered up with boards and plaster and fixtures.

and plaster and fixtures.

The glazed brick of the sides, the abundance of signs, the brilliant colors of the decorations—all seemed to draw a chorus of "Ah!" "Isn't that fine?" "Beautiful!" of "Ah!" "Isn't that fine?" "Beautiful!" from the new passengers. One doesn't have to wait to see the big sign at a station to know where he is. A glance from the car reveals the name of the station set in the glazed brick walls at what appear to be intervals of about ten feet. Only a blind man could be ignorant of the name of the station at which a train had stopped. The train on which the newspaper man

The train on which the newspaper man took his first ride was run as a local on the express tracks, the two inner tracks of the four. The result was that stops were made at all the actions and the stops were the four. The result was that stops were made at all the stations up as far as Ninety-sixth street, but only at express stops like Fourteenth street, the Grand Central Station and the like was it possible to board or leave the cars. The train would slow up, say at Astor place, the guard would call out the station, the train would stop, doors would be opened and closed, the go-shead signal would be sounded from the rear of the train to the front, and off the cars would go again.

cars would go again.

There is little by which to gauge the speed of the trains. They do not seem to be going fully 50 per cent. faster than the elevated trains, but they are. The noise is not so pronounced as on the elevated. The air seems are true as on the surface. The air seems as pure as on the surface. In going around the curves one has to look at the other cars to be sure that this is a Cirve, the slow-down being scarcely noticeable on the local trains.

So the training of the crews is going on night after night. The trains have real passengers. The guards go through the motions of letting people on and off at every stop, whether or not there is a local platform; the travellers strain their ever a they stray up to the control of the control eyes as they stand up trying to see what little there is to be seen, and then they settle down and ride, as the great public will soon have to ride in the subway, paying no attention to the outside of the train until it pulls into one of the attractive stations.

"Where do all these people come from?" asked the newspaper man of a guard.
"Be hanged if I know." was the reply.
"We're glad to have 'em ride, though. Keeps us from getting lonely down here and makes it look like the real thing in subway travel. We're getting our pay right along while we are being trained, and we learn easier if there's a lot of people watching us at work.

us at work.

"The truth of the matter is the latch string is out in the subway. The passengers are probably those who have business or personal relations with the officials or employees. Get another pass and take another ride before the road is open. We like to have company."

STEEL COMMON TANGLE.

Mystery of 160 Shares Solved, but the Payment Still in Dispute. When William Williamson, 23 years old

who said he was a stock broker, was arraigned in the Tombs court yesterday, the mysterious disappearance on Wednes day of 100 shares of Steel common stock was cleared up. The complainant was Clarence C. Perpall, who is a member of the Consolidated Exchange, with offices in the Tower Building. He swore that Williamson took the stock certificates from an office boy in the employ of Jacob Berry & Co. Perpall said he had bought the stock for Williamson, who was his client and had desk room in his office. The stock was brought to his office and delivered directly to Williamson, while his, Perpall's, check for \$1,800, was handed to Berry's office boy in payment for it. Later, Perpall, as the stock had not passed through his hands, demanded the return of the check, but this was refused by Berry & Co. under the rules of the exchange.

To get back the money from Williamson Perpall laid the whole matter before the District Attorney, who caused Williamson's arrest. In court Williamson elaimed that the price of the stock was covered by the sum of \$1,831.35, which he had on deposit with Perpall to be used in stock transactions. and had desk room in his office. The stock

"That is true," Perpall told the Magistrate, but that money was to buy other stock with and had nothing to do with this trans-

"I bought the Steel common for my uncle, C. S. Williamson," explained Williamson, and I turned the stock over to him. He and I turned the stock over to him has it now."

"This is a mixed up affair," said Magis-trate Barlow, "and to give Williamson a chance to straighten things out I will hold him in \$2,000 bail."

THIRD FRENCH CRUISER HERE. The Jurien De La Graviere Anchors Near

the Dupletx and the Troude. The French second class cruiser Jurien de la Gravière, which differs from many other war vessels in being a triple screw and, when necessity or occasion may require, an oil burner, arrived yesterday from Cape Breton and anchored in the North River near the two other ships of Admiral Rivet's squadron. the Dupleix and the Troude.

Governors Island saluted her as she came up the bay, and she responded by giving the international greeting of twentyone guns. Her commander, Capt. Lemoigne, observed that the flags of the
forts and the Yankee warships he passed
were half-masted. He did not know what
it was about, but with true Gallic politeness he set his own flags at half-mast.
Later he learned that the national mourning was for Postmaster-General Payne,
and he was glad that he had followed the
example of the forts and the warships.

The Gravière is on her way to France
by way of Martinique, and probably will
accompany the two other war vessels as
far as the West Indies. She is a protected
cruiser with a trial trip speed of 23 knots
for a very limited period. It is estimated
that she is really capable of a sustained
speed of somewhat less than 20 knots.
She suggests to outward view an overgrown torpedo boat destroyer, being rakish
and four funnelled, and having signal masts
only. She is equipped with a cellulose
belt, so that wounds she may receive may
close automatically, and has an armament of eight 6.4-inch guns, ten 3-pounders
and six 1-pounders. giving the international greeting of twenty-

and six 1-pounders.

ENGINE CREW STUCK TO POST. Engineer and Fireman Badly Hurt in Crash

on Lehigh-Had Time to Jump. WILKESBARRE, Pa., Oct., 7.-Passengers on the Lehigh Valley express from Buffalo to New York were saved from injury in a wreck at Falling Springs this morning by the bravery of Engineer Matthew Dean and

behind to notice that the train was really going around a curve.

In a minute or so the train had gone around the loop and had pulled into the Brooklyn Bridge station. This was brightly lighted, as were all the other stations on the road. The lighting arrangements at the City Hall station had not yet been put in working order.

The first thing that the new passenger noticed was that things were "different." The windows of the care could not be opened from the bottom. They could be let down from the top for half their length only. The object of that is to keep passengers from poking their heads and arms out of the windows and hitting the steel uprights which reach to the roof.

The next noticeable thing is that there are no gates to the platforms of the cars. A door, the upper part of which is glass, takes the place of the gate. The guard seizes a lever on the outside of the car when the train stops, pushes it outward, and the door slides into an opening in the body of the car.

Peering from the windows the passenger.

Peering from the windows the passenger.

In a minute or so the train had gone around the boravery of Engineer Matthew Dean and Fireman John Rice in sticking to the engine and doing all they could to check the train. Each was seriously injured internally and may not recover.

The express was running fast to make up lost time when, as it rounded an as a freight train was discovered on the track a short distance ahead. The engineer and fireman could have jumped on the track a short distance ahead. The engineer and fireman over the embankment and was buried under the wreck. The train kept the track and the absolute of the cars. A door, the upper part of which is glass, takes the place of the gate. The guard seizes a lever on the outside of the car when the orange of the care and fireman should be prevent. The make of the care and fireman oculd have jumped on the track a short distance ahead. The engineer and fireman could have jumped on the track a short distance ahead. The engineer and fireman oculd

the embankment and was buried under the wreck. The train kept the track and the passengers, though thrown about, bruised and frightened, were not seriously injured. The engineer and fireman were dug out of the wreck. They were badly crushed and injured internally and were taken to the Pittston Hospital. They live at Sayre. As there are block signals on the road, the collision is either due to the signals not being seen by Engineer Dean or to the automatic arrangements failing to work. The officials are investigating.

THE NEBRASKA LAUNCHED. New Battleship Put in the Water at Moran Brothers' Yards, Seattle.

SEATTLE, Wash., Oct. 7.-The battleship Nebraska was launched at Moran Bros. shipyards this afternoon. Miss Marie Mickey, daughter of Gov. Mickey of Nebraska, was the sponsor. A party of forty Nebraskans, including the Governor, State officials and staff, were present.

The largest fleet of vessels ever gathered in Puget Sound had assembled for the launching. There was a half holiday throughout the city.

The Nebraska is the first battleship constructed on the Pacific Coast north of San Francisco. She is a sister ship of the Georgia, Virginia, Rhode Island and New Georgia, Virginia, khode Island and New Jersey. Her cost is \$3,73,800. The ship has a displacement of 15,000 tons, length, 441 feet 3 inches; beam, 76 feet 2½ inches; draught, 23 feet 9 inches; speed nineteen knots; indicated horse-power, 19,000; engines, two four cylinder triple expansion; boilers, twelve water tubular. Her main bettery consists of four 12-inch guns, eight sinch and twelve 6-inch guns. In her s-inch and twelve 6-inch guns. In her secondary battery she carries fourteen 3-inch guns, twelve 3-pounders, sixteen small guns and four 21-inch torpedo tubes.

MRS. VINGUT SEEKS DIVORCE. Starts Suit Against Husband, Whom She Had in Police Court.

The police court proceedings before Magistrate Breen last August, when Mrs. Margaret A. Vingut sought unsuccessfully to have her husband, B. Van Horne Vingut, committed for abandonment, have led to a suit for divorce brought by Mrs. Vingut. Justice Leventritt has appointed Edward Browne referee to take testimony and report his findings. Mrs. Vingut charges that her husband, who is about 23 years old, and well known on the turf as a horseowner, has misconducted himself, since their marriage on April 24, 1902, with several unknown woman.

HOLD-UP AT PIER ENTRANCE. Casey, Who Demanded Quarters for Admission, Has to Give Up Forty of Them.

Patrick Casey was in the West Side court yesterday charged with holding up people who visited the Italian steamahip pier at the foot of West Thirty-fourth street for quarters. Goddard Doane, a special officer, said that Casey had stopped him at the entrance to the pier and demanded 25 cents as the price of admission. Ignorant persons, he said, fell easy victims to the

game.
Casey declared that he ran a rowboat
and had charged for rowing visitors to the
warships anchored off the pier.
Doane said that there was no place for
a rowboat to land, and Casey was fined \$10.

LAWYER STIRS UP BROKER

LIVELY HEARING IN SUIT OVER NORTHERN PACIFIC CORNER.

R. H. Thomas Objects to Talk of Scuttling and Plunder—Says He Bought His Stock at \$1,000 Because He Had To -Otto Kahn Takes the Stand Again.

R. H. Thomas, formerly president of the Stock Exchange and at present a member of its governing committee, testified yesterday in the hearing before Referee Philip E. Reville, at 19 William street, in the suit brought by John J. O'Leary, a Chicago stock trader, against Sternberger, Fuld & Sinn of this city to recover \$55,000 lost in the panic of May 9, 1901.

Mr. Thomas is one of the few men who bought Northern Pacific common at \$1,000, the highest point reached by the stock. He took 100 shares at that figure. He was called by counsel for the defence, as were several other Stock Exchange brokers, to testify as to what was reasonably prudent and careful buying of Northern Pacific on that day under orders from a client.

The plaintiff in his suit is trying to estab-

lish the fact that purchases at \$350 and \$400 to cover him were made at an unnecessarily high price, the general settlement after the panic having been at \$150.

Mr. Thomas not only gave it as his opinion that there was no corner at that time, but that nobody was more surprised at the developments on May 9 than the supposed leaders of the corner. The \$1,000 a share which he paid for 100 shares, Mr. Thomas said, he regarded as a fair price under the circumstances. He had contracted to deliver the stock at a given time, and he was in honor bound to fulfil the contract. Under the circumstances no price was too

high. "Nothing was further from the minds of those who were seeking to control the Northern Pacific stock than to corner the market," said Mr. Thomas, in reply to questions asked in cross examination by

questions asked in cross examination by Lawyer Wilcox of Chicago. "Nobody was more surprised than they."

Mr. Thomas said that he bought his 100 shares at the top notch price for cash. The last price that he heard before he got his order to buy was \$650. He did the best he could immediately after that.

"Would you, if necessary under the circumstances," asked Lawyer Wilcox, "have paid \$5,000 or, say, \$1,000,000 a share for the stock?"

"I would buy at the best price I could,"
Mr. Thomas replied. "I was bound in
honor to deliver the stock. My answer
to your question is that I paid \$1,000 a
share, not knowing but what the price
might be \$2,000 the next minute."

might be \$2,000 the next minute."
Counsel for the plaintiff once or twice in questioning the witness used the words "conspiracy" and "scuttling" in reference to transactions on the Stock Exchange. He wanted to know whether or not there was any rule to prevent a man being "plundered" on the exchange, intimating that that was what had been done in the Northern Pacific panic. Mr. Thomas got somewhat angry over the not there was any rule to prevent a man being "plundered" on the exchange, intimating that that was what had been done in the Northern Pacific panic. Mr. Thomas got somewhat angry over the questions. He would have the lawyer know, be said, that the men on the exchange were not in the "scuttling" business. "I know nothing of any conspiracy or of any plundering on the exchange," said he. "And you, sir, don't you put those words in my mouth. If I have nobody here to protect me, I will protect myself."

Mr. Thomas and Lawyer Wilcox shook hands after the examination was over, and the Chicago lawyer assured him that he really didn't think the New York Stock Exchange was so bad.

Another witness examined vesterday was Otto H. Kahn of Kuhn, Loeb & Co. He refused to tell whether Ruhn, Loeb & Co. Were associated in the purchase of Northern Pacific common with the Oregon Short Line, the Standard Oil Company or John D. Rockefeller. He denied that there was any conspiracy to corner the stock.

there was any conspiracy to corner the

stock.

Mr. Kahn was asked whether the panic would have been prevented if any firm had offered 30,000 shares for sale on May. 9.

"I cannot say that it would," the witness replied. "There are too many circumstances to consider. Of course, it would have brought the price to a reasonable.

Among the brokers examined were E. D. Morgan Waterman of 30 Broad street and B. Y. Frost of B. Y. Frost & Co. of 80 Broadway. The hearing will be continued this morning, when a number of other brokers will be put on the stand by the defence.

BRASS CHECK SYSTEM NOT DEAD. Testimeny as to Its Existence Still in a Den to Which Girls Are Lured.

The story of the brass check system in the Red Light district of a few years ago was heard again in General Sessions yesterday. Kate Garfinkel, 18 years old. told the story when she appeared as the chief witness against Charles Hirech-kowitz of 223 East Tenth street, who is on

kowitz of 223 East Tenth street, who is on trial on the charge of abducting her.

The girl, who had worked in a department store, testified that Hirschkowitz, with a man named Phil Altman, took her to Sadie Wolf's house in West Thirty-second street. She was there for three days before she was rescued. In that time, she said, she had three men visitors, and each time she received a brass check from the Wolf woman. The case wasn't finished.

Altman pleaded guilty and was a witness against Hirschkowitz. Sadie Wolf has been indicted and is out on bail.

NEW RULE IN COTTON BROKING.

Puts Brokers With Telegraph Systems and Those Without on Equal Terms.

The board of managers of the Cotton Exchange announced yesterday that they have amended the rules so that brokers who do not have private wires are on the same footing as the members who have extensive wire systems. The rule has previously been that brokers without wires of their own in dealing with out-of-town customers could pay telegraph rates only one way; consequently, their customers who have preferred to deal with those firms who have their own wires. The new rule will permit brokers to pay the tolls in both directions Six new members were elected to the Cotton Exchange yesterday, including Antoine Arcache, of Arcache & Co., of Alexandria, Egypt.

Clearing House for Grain Contracts. The committee on grain commission rules of the Produce Exchange met yesterday and decided to establish a clearing house for contracts for future delaring, It will probably be a separate corporation from the Produce Fachange, but will have offices in the same building.

Business Troubles.

The Sheriff has received three executions, amounting together to \$1,250, against the nmounting together to 31,230, against the New York Dash and Fender Company of 462 Tenth avenue. The concern was or-ganized recently as a subsidiary company of the International Dash and Fender Comof which Franklin Everhart of the pany, of which Franklin Everhart of the United States Cereal Company is the secre-tary and treasurer and Theodore B. Heller manager.

A petition in bankruptcy was yesterday A petition in bankruptcy was yesterday filed against the Modes, Fashion and Pattern Company of 48 West Twenty-second street by Walter H. Gibson, a creditor for \$9,214, who alleges that the company transferred all of its property on June 16 to John Crawford, a creditor. Mr. Crawford is the president and William J. Wiley vice-president. Schedules in bankruptcy of Philip Dietrich, liquor dealer of 110th street and Seventh avenue, show ligbilities of \$94,006 and no assets. George Ehret is a creditor for \$73,724, secured by mortgage on the business and the leasehold.

WANTS POLICE POWER DEFINED TALES FROM THE PRISON PEN Reach the Judges' Ears With Dire Results

When "Humpy" Jackson, East Side gang leader, basted in General Sessions on Thursday that he could serve a two M'ADOO ON THE PROBLEMS OF HOTELS AND DANCE HALLS.

and a half year sentence "standin' on one leg," he didn't think Judge McMahon would hear of the boast. But the Judge did. So when "Humpy" was arraigned yesterday Pleased, on the Whole, With Decision of Justice Clark, but Worried by Differing Magistrates-At What Stage of Hilarity May a Cop Begin Arresting:

Police Commissioner McAdoo said yesterday that he was much pleased with the decision handed down on Thursday by Supreme Court Justice Clark, defining how far police captains could go in policing and watching Raines law hotels and alleged disorderly houses. The decision, he said, was of great benefit to the police, hampered as they have been by restraining

Robert Noble and William Crowley, two members of the "Humpy" Jackson gang, were then arraigned. Noble, who had been convicted before, got the same sentence as "Humpy." To Crowley Judge McMahon said grimly:

"You have never been in Sing Sing, but you have been in the workhouse for six months for drunkenness. I will be a little more lenient with you. Two years, five months and twenty-six days."

Crowley, whose face had brightened, looked glum when he realized that he would get out only four days ahead of his pals. injunctions. Mr. McAdoo said: "I am very frequently requested by the people living in the neighborhood of summer gardens, or so-called gardens, or mixed sex resorts, to suppress them on the ground of disorder and obvious immorality and allged illegal practices. I am frequently requested also by mothers to save their daughters from ruin in such places. These complaints and requests come to me both by letter and in person. I am urged to police these places hard and

pals.

For the last two days James Riley, a bell-boy, has been telling every prisoner in the Tombs who would listen to him:

"Say, that white-haired old duffer, Recorder Goff, is easy. Here I stole \$20,000 worth of jewelry and they let me plead to petty larceny. The worst I can get is a year." strictly. "There seems to be a difference of opinion among the Magistrates as to what constitutes disorderly conduct at such resorts. The police generally look with suspicion on women who go to these places without a petty larceny. The worst I can get is a year."

Riley was a bellboy at the Waldorf-Astoria. He was arrested in St. Louis on the charge of stealing jewelry from Charles A. Henderson, vice-president of the defunct International Mercantile Agency, and others who were living at the hotel. There was not much evidence against him and he was allowed to plead guilty to petty larceny. He came up smilling for sentence by the Recorder yesterday.

"Young man," said Recorder Goff, "you have been telling your fellow prisoners in the Tombs that you fooled me and that you could not get a heavier sentence than a year in the penitentiary, the maximum penalty, you might get two months for good behaviour. I will sentence you to eleven months, which you will have to serve out."

There is only commutation for good behaviour on a maximum sentence in the penitentiary. Riley edged away as if it was all over.

"Come back," said the Recorder. "I bona fide and respectable male escort. The bona fide and respectable male escort. The proprietor of one large garden given up to dancing and the sale of liquors has informed me, through the captain of the precinct, that he stands on his legal rights, and will permit young women to go in or out freely, with or without escorts.

"What degree of noise or boisterousness at these mixed resorts constitutes disorderly conduct seems to be a question differently conduct seems to be a question differently construed by the various Magistrates. It is quite apparent under Justice Clark's decision that at least we have a right to police these places strictly on the premises, and in certain cases, under the excise

to police these places strictly on the premises, and in certain cases, under the excise law, to inspect all the premises as frequently as the police desire. The decision, however, a copy of which I have not yet obtained, seems to point out that we cannot warn intended patrons as to the character of the place or their possible arrest therein.

"Take the case of a policeman on duty at one of these places. A mother comes to the door, points out a young girl who, while not yet intoxicated, is drinking while not yet intoxicated, is drinking freely with men unknown to the mother and with other women whose general appearance would indicate, without knowland with other women whose general appearance would indicate, without knowledge of their antecedents, that their characters are not good. The mother tearfully insists that the policeman shall take the girl out. If he does so, he is very liable to be severely lectured by a Magistrate, and perhaps arrested. In the later hours, when these dancers are, many of them, more or less under the influence of drink, it is sometimes difficult under these strict and adverse comments of a Magistrate for the policeman on duty to determine whether certain loud and suggestive actions and much noise on the part of those in the place constitute disorderly conduct. In some of the Magistrates' courts these arrests will be met with the statement that women drink in the Waldorf at tables and that dancing in itself is not illegal. On the other hand, many of these resorts have a well known and neighborhood reputation, and there is a suggestive, if not an obvious, and the recole there is a suggestive, if not an obvious atmosphere about them and the people who frequent them which leaves no doubt as to their real character and their evil influence on the neighborhood and com-

there are any more violations like those charged against the Park Department in The Bronx.

Hal Bell, the former Civil Service Commissioner, who is suing Mayor McClellan for \$100,000 damages for libel, sent a letter to the Board of Estimate yesterday asking that the wages of pavers in the Department of Highways be equalized. He said that a great injustice is being done to these men. The Mayor moved that the communication be sent to the Civil Service Commission. munity.

"I should be glad indeed to see the decision of Justice Clark taken to the courts of last resort, and to have the decisions of the higher court settle permanently the rights of the police in dealing with mixed resorts as to what constitutes disorderly conduct therein."

CITY CAN LEASE ITS PIERS. Commissioner Featherson Is Not Worried

by the Ship Combine's Attitude. Dock Commissioner Featherson said yesterday that he had no doubt that the city would lose nothing even if the Interational Mercantile Marine Company and the Cunard line declined to lease the new fifteen million dollar Chelsea piers. He agreed with Comptroller Grout in the declaration that there always would be de mand for the dock property of the city. He said that the next step of the city

would be to ask the International Mercantile Marine what they were willing to offer for the piers, so that the Dock Department might get an estimate of their value from the point of view of the steamship companies. The price that the Dock Department asks is only 11/2 per cent. in

Department asks is only 1/2 per cent. In excess of the interest the city pays on the bonds issued for the money borrowed to build the piers.

Mr. Featherson said that doubtless the International Mercantile Marine, through losses due to low freight and cut-

through losses due to low freight and cutthroat steerage rates from European ports,
had been making much less money than expected to make, and therefore, from
a business standpoint purely, it had been
compelled to retrench.

One of the economies the company expected to achieve by leasing the five and
a half piers was that due to the concentration of its business in one section of the river
front. Mr. Featherson was optimistic
in regard to the interests of the city in the
matter. He said he intended that the
leasing of the piers should be just as much
a matter of business with the Dock Department as it was with the steamship companies, or any other interests that might panies, or any other interests that might want to use the new piers.

J. J. BRADY IN SCHMITT'S PLACE. Gives Up a S1,000 Tax Board Jeb for a \$5,000 Park Berth and Prospects.

Mayor McClellan announced yesterday the appointment of John J. Brady of Fordham as Park Commissioner in The Bronx to succeed William H. Schmitt, whose resignation was demanded on Tuesday. Mr. Brady was a Tax Commissioner at \$7,000 a year. He resigned that office to take the Park Commissionership at \$5,000.

The new Commissioner is a lawyer and has long been identified with Democratic politics in The Bronx. He was Borough President Haffen's deputy when Haffen was Commissioner of Street Improvements in the old Twenty-third and Twenty-fourth wards.

old Twenty-third and Twenty-fourth wards. He was also an Assistant Corporation Counsel, assigned to that department. He was appointed Tax Commissioner last January by Mayor McClellan.

Mr. Brady is arabitious to serve on the Supreme Court bench. Two years ago he was put forward for nomination by Mr. Haffen, but did not Isnd the prize. It is understood that his retirement from a \$7,000 job to accept one that pays \$2,000 less may help him to get a Supreme/Court nomination a year hence. The yacancy in the Tax Board has not yet been filled.

Succeeds the Late J. Welcott Jackson. At a meeting of the board of directors of the United New Jersey Railroad and Canal Company at Newton, N. J., on Wednes. day, Philip N. Jackson, of Newark, N. J., was unanimously elected a director to fill the vacancy caused by the death of his father, the late J. Wolcott Jackson Mr. Jackson is the successor both of his father and grandfather, the late John P. Jackson, who were connected with the corporation for more than sixty years.

Court Calendars This Day. Appellate Division—Supreme Court.—Adjourned until Tuesday, Oct. 11, 1901, at 1 P. M.
Supreme Court—Special Term—Fart II.—Court opens at 10:30 A. M. Ex parte matters.
Surrogates' Court—Chambers—For probate, wills of Henry Vigetham, at 10 A. M. Hannah Hart.
Mennie Westphal, at 10:30 A. M.
City Court—Special Term.—Court opens at 10 A. M. Motions. PINANCIAL.

FINANCIAL Pennsylvania Co. 3½% Gold

Notice of Certificates Drawn for Payment November 1st, 1904.

Notice is hereby given that, pursuant to the terms of the agreement dated November 1901, between the Pennsylvania Company, The Pennsylvania Railroad Company and Girard Trust Company, Trustee, one thousand three hundred and thirty-four certificates were this day drawn for redemption at par on November 1, 1904, in accordance with Article IV of said

The certificates, drawn and numbered as below, should be presented for payment at the office of Girard Trust . Company, Trustee, Broad and Chestnut streets, Philadelphia, Pa., on or after November 1, 1904, with all unmatured coupons attached. Interest will cease on the above certificates November 1, 1904.

9,138 10,527 12,011 13,427 14,650 16,015 17,816 18,008 9,196 10,541 12,015 13,429 14,657 16,032 17,339 18,604 9,216 10,578 12,027 18,489 14,685 16,072 17,871 18,605 13 1,813 2,682 3,812 5,050 6,301 7,745 15 1,816 2,645 8,850 5,054 6,811 7,758 9,225 10,602 12,048 18,459 14,608 16,075 9,241 10,623 12,053 13,477 14,701 16,099 1,343 2,648 3,870 5.058 22 1,384 2,650 8,881 5,993 6,364 7,788 24 1,430 2,661 3,896 5,064 6,365 7,785 26 1,448 2,663 3,925 5,685 6,386 7,796 9,243 10,649 12,079 13,508 14,702 16,102 9,248 10,656 12,100 13,530 14,745 16,120 17.416 18.740
 9,268
 10,680
 12,174
 18,345
 14,746
 16,134
 17,449
 18,768

 9,290
 10,690
 12,199
 13,554
 14,801
 16,135
 17,469
 18,795

 9,303
 10,699
 12,265
 13,559
 14,826
 16,187
 17,469
 18,800
 50 1,496 2,707 8,930 5,076 6,406 6,437 7,799 62 1,539 2,743 3,978 5,100 6,441 7,800 9,843 10,734 12,277 18,623 14,842 16,207 17,515 18,828 9,856 10,752 12,297 18,653 14,853 16,211 17,545 18,846 9,881 10,759 12,306 13,665 14,887 16,238 17,587 18,846 9,882 10,770 12,819 13,756 85 1,540 2,751 3,987 5,108 6,458 7,832 94 1,543 2,771 4,001 5,115 6,460 7,823 112 1,549 2,808 4,013 5,116 6,468 7,845 113 1,565 2,840 4,083 5,125 6,469 7,851 9,382 10,770 12,819 13,736 14,904 16,258 9,898 10,793 12,832 13,740 14,919 16,266 121 1,571 2,848 4,045 5,187 6,495 7,863 154 1,585 2,862 4,052 5,140 6,531 7,000 9,898 10,793 12,832 13,740 14,919 10,266 17,594 9,410 10,808 12,834 13,752 14,928 16,279 17,509 187 1.592 2.886 4.084 5.156 6.534 7.915 196 1,604 2,895 4,008 5,192 6,536 7,935 201 1,615 2,907 4,104 5,227 6,621 7,945 9,430 10,814 12,892 13,768 14,941 16,345 9,450 10,818 12,894 13,770 14,955 16,346 17.628 9,466 10,819 12,413 13,789 14,963 16,853 9,490 10,846 12,424 13,821 14,979 16,308 207 1,619 2,928 4,126 5,232 6,635 7,854 213 1,620 2,941 4,180 5,246 6,636 7,057 252 1.621 2.944 4.142 5.249 6.641 7.994 268 1.634 2.958 4.155 5.285 6.667 8.601 9,498 10,854 12,433 13,842 14,990 16,371 17,679 18,970 9,502 10,867 12,445 13,847 14,996 16,378 17,688 18,985 272 1,648 2,967 4,165 5,294 6,673 8,065 9.503 10.910 12.456 13.849 15.004 16.406 9,596 10,927 12,478 13,864 15,008 16,414 17,722 9,607 10,929 12,519 13,865 15,010 16,415 17,741 278 1,682 3,015 4,176 5,317 6,688 8,086 280 1,690 3,050 4,196 5,332 6,708 8,067 285 1,692 3,055 4,206 5,334 6,715 8,104 9,628 10,948 12,565 13,870 15,041 16,427 9,657 10,983 12,601 18,877 15,051 16,465 1,709 5,070 4,207 5,374 6,719 8,137 1,712 3,073 4,256 5,378 6,720 8,141 9,681 10,989 12,624 13,886 15,076 16,508 9,685 10,990 12,633 13,886 15,116 16,520 9,696 10,999 12,681 13,894 15,136 16,531 17,814 19,163 300 1.716 2.083 4.262 5.418 6.727 8.142 9,733 11,018 12,683 13,907 15,154 16,535 9,771 11,027 12,781 13,918 15,162 16,554 1,725 3,110 4,274 5,437 6,731 8,163 828 1.726 3.118 4.282 5.438 6.732 8.107 9.783 11.050 12.774 18.919 15.173 16,559 9.820 11.065 12.780 18.927 15.175 16,564 384 1,820, 3,131 4,295 5,517 6,754 8,184 9,833 11,094 12,782 13,944 15,198 16,567 9,856 11,100 12,797 18,985 15,213 16,585 1,827 3,147 4,305 5,544 6,786 8,188 17.910 400 1,838 3,163 4,316 5,546 6,811 8,206 9,867 11,112 12,836 13,990 15,214 16,589 9,873 11,124 12,840 13,992 15,219 16,595 1,850 3,173 4,321 5,554 6,827 8,217 1,869 8,174 4,360 5,561 6,841 8,231 9,873 11,124 12,840 18,992 15,219 16,595 9,894 11,126 12,848 13,993 15,223 16,596 413 1.871 3.179 4.402 5.576 6.857 8,238 413 1,885 3,188 4,485 5,622 6,862 8,296 9,897 11,166 12,876 13,999 15,232 16,613 448 1,893 3,189 4,440 5,625 6,869 8,310 9,909 11,168 12,879 14,014 15,238 16,633 498 1,905 3,233 4,441 5,633 6,908 8,321 9,917 11,176 12,918 14,019 15,248 16,675 18,053 19,332 585 1,906 3,253 4,461 5,654 6,909 8,363 9,918 11,177 12,933 14,020 15,259 16,678 18,075 19,848 598 1,926 3,255 4,465 5,655 6,917 8,464 616 1,929 3,311 4,468 5,660 6,922 8,460 0.919 11,233 12,938 14,024 15,288 16,688 18,093 19,874 9,926 11,244 12,955 14,053 15,289 16,707 632 1,992 3,319 4,484 5,688 6,932 8,472 9,938 11,296 12,991 14,057 15,821 16,718 18,116 19,413 650 1,994 3,338 4,488 5,718 6,998 8,555 9,947 11,824 18,001 14,071 15,385 16,740 18,187 19,415 9,947 11,824 18,001 14,071 15,385 16,740 18,187 9,951 11,335 18,006 14,080 15,361 16,746 18,171 680 2,001 3,841 4,492 5,728 7,004 8,559 680 2.001 3,841 4,492 5,723 7,004 8,509 9,051 11,350 18,000 14,100 15,305 16,752 731 2,008 3,305 4,509 5,755 7,098 8,503 9,082 11,380 13,021 14,103 15,305 16,751 750 2,021 3,881 4,527 5,807 7,049 8,605 9,097 11,390 13,025 14,152 15,397 16,781 7,052 2,040 3,882 4,590 5,810 7,052 8,607 10,005 11,893 18,039 14,159 15,406 16,791 18,194 19,521 765 2,045 3,394 4,534 5,813 7,053 8,623 10,024 11,898 13,042 14,168 15,413 16,794 18,203 19,588 774 2,072 3,419 4,552 5,818 7,072 8,651 10,047 11,440 18,045 14,179 15,439 16,827 18,229 19,548 778 2,081 2,440 4,554 5,824 7,091 8,671 10,074 11,441 13,089 14,210 15,462 16,852 18,232 780 2,084 3,445 4,585 5,876 7,099 8,682 10,076 11,440 18,670 14,220 15,463 16,880 18,260 780 2,084 3,445 4,585 5,876 7,099 8,682 10,076 11,449 18,070 14,220 15,463 16,880 808 2,108 3,452 4,588 5,880 7,116 8,684 10,088 11,409 18,085 14,235 15,469 16,887 18,260 18,261 849 2,150 3,468 4,559 5,882 7,164 8,692 10,099 11,486 18,118 14,250 15,470 16,889 878 2,154 3,472 4,596 5,899 7,165 8,709 10,105 11,527 13,147 14,258 15,480 16,906 913 2,203 3,477 4,507 5,907 7,179 8,719 10,113 11,528 13,159 14,272 15,487 16,817 914 2,217 3,479 4,618 5,972 7,208 8,721 10,116 11,636 15,172 14,308 15,538 16,944 18,817 916 2,285 3,484 4,620 5,096 7,224 8,743 10,151 11,542 13,176 14,323 15,546 16,948 918 2,301 3,492 4,634 5,997 7,230 8,772 10,153 11,587 15,179 14,845 15,555 16,962 18,824 922 2.817 8.502 4.636 6.012 7.240 8.819 10.169 11,604 13,202 14.355 15,566 16,903 952 2.342 3.510 4.646 6.025 7.263 8.843 10.178 11,647 13.204 14.357 15,572 17,063 984 2.343 3.590 4.663 6.090 7.280 8.855 10.181 11,650 13.205 14.358 15.576 17,054 938 2.544 3.532 4.667 6.063 7.291 8.962 10.230 11.683 13.225 14.835 15.616 17.067 640 2.346 3.554 4.605 6.065 7.900 8.871 10.245 11.685 13.227 14.375 15.620 17.087 18.443 940 2,346 3,563 4,695 6,096 7,390 8,571 10,245 11,655 13,227 1,435 15,025 17,090 980 2,370 3,601 4,744 6,098 7,334 8,692 10,295 11,712 18,254 14,417 15,677 17,114 990 2,373 8,615 4,737 0,107 7,406 8,924 10,275 11,756 12,288 14,437 15,747 17,128 1,000 2,394 3,648 4,803 6,117 7,414 8,925 10,325 11,756 12,288 14,457 16,727 17,128 1,000 2,3409 3,676 4,814 6,128 7,420 8,927 10,352 11,779 18,297 14,480 15,753 17,132 18,533 19,768 1,014 2,431 3,682 4,845 6,146 7,422 8,928 10,380 11,815 13,802 14,499 18,769 17,136 1,014 2,432 3,683 4,865 6,155 7,433 8,981 10,382 11,857 13,306 14,516 15,772 17,156 1.042 2.436 3.691 4.866 6.174 7.445 8.940 10.393 11.875 13.908 14.821 15.796 17.174 18.561 1.043 2.450 3.693 4.953 6.176 7.506 8.957 10.393 11.887 13.315 14.533 15.818 17.175 18.569 1.050 2.453 3.696 4.976 6.181 7.506 8.976 10.427 11.890 13.834 14.547 15.824 17.186 18.870 1.056 2.453 3.696 4.976 6.151 7.506 8.976 10.427 11.695 15.664 14.576 15.842 17.195 18.681 19.695 10.454 11.895 18.354 14.576 15.842 17.195 18.685 19.695 10.455 11.895 18.354 14.576 15.842 17.195 18.685 19.695 11.142 2.478 3.711 4.992 6.193 7.559 9.039 10.400 11.902 18.367 14.578 15.935 17.221 18.581 19.895 11.17 2.485 3.728 4.903 6.205 7.645 0.047 10.462 11.892 18.363 14.583 15.935 17.221 18.581 19.895 11.17 2.485 3.728 4.903 6.205 7.645 0.047 10.462 11.892 18.363 14.583 15.942 17.239 18.618 19.805 1,155 2,504 3,783 4,995 6,223 7,680 9,082 10,491 11,906 13,869 14,600 15,948 17,240 18,634 19,996 1,199 2,514 3,740 4,908 6,230 7,686 9,093 10,502 11,953 18,401 14,620 15,991 17,281 18,667 19885 1.199 2.512 8.764 5.010 6.290 7.707 9.097 10.503 11,958 18,403 14,623 15,903 17,297 18,678 19,968 1,209 2.545 3.797 5.018 6.262 7.713 9.108 10.507 11,998 18,411 14,640 15,994 17,200 18,679 19,968 1.278 2.580 3.801 5.043 6.286 7.722 9.105 10.522 11,999 13,420 14,643 16,014 17,308 18,660 GIRARD TRUST COMPANY, Trustee.

Philadelphia, Pa., September 15th, 1904.

CARTER COAL AND IRON COMPANY CARTER COAL AND IRON COMPANY
First Mortgage 5% Sinking Fund Gold Bonds.
Notice is hereby given, pursuant to the terms
of the Trust Deed dated the first day of October,
1899, that the undersigned, as Trustee, will receive
scaled proposals up to three P. M. on the twenty
fifth day of October, 1904, for the sale to it of bonds
as above described, at a price not exceeding 105%
and accrued interest, to an amount sufficient to
use the sum of \$15,002.25.

NEW YORK SECURITY & TRUST CO., Trustee.
New York, October 3, 1994.

PROPOSALS.

PROPOSALS.

PROPOSALS will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 12 o'clock noon, October 18, 1904, and publicly opened immediately thereafter, to furnish at the navy yards, League Island, Pa., Washington, D. C., and the Naval Academy, Annapolis, Md., as specified, a quantity of rubber-covered wire, Edison lamps, panel board and cabinet, Thomson wattmeters, arc lamp iron poles, conduit and fittings, miscellancous electrical supplies. Portland cement, sand, lime, brokes stone, Peach Bottom slate, gnelss, red brick, vitrified brick, Neponset rooting peper, cutters, orane scale, differential purchases, chain blocks, hydraulic jacks, taps and dlos, drills, Nicholson files, horseshoes, attachments for Lodge and Shipley lathe. Ransom tool grinder, miscellancous hardware and tools, white pine, yellow pine, pine piling, cak, sheet brass and copper, calking lead, steel forgling, steel castings, plah and galvanized sheet steel, pig iron, sheet the alcohol, potroleum oil, granuler sodium carbonate, nitzed paint, chemicals, mortar stain, glycerin, terra cotta sewer pine, wrought iron pipe, cast iron pipe and specials, pipe fittings, valves, basins, calking hemp, burian, muslin, glass, sash, ieather beiting, magnesia pipe covering, etc., drawing instruments, miscellaneous stationery, diplomas, steam cooker, sweeping machine, hydranis, exhaust head, lavatory fittings, stateroom crockery and attachments, diving apparatus, mall wagon, wagon trucks, truck axles and wheels, push and hand car, hose reels, cork carpet, oyster shells, emery cloth, Gibson's soap powder, sash controlling devices, laying asphalt floor, and repairs to brougham. Blank proposals will be furnished upon application to the navy pay offices, Philadelphia. Pa, and Baltimore, Md., or to the Bureau.

Paving and Sidewalks," will be received at the Bureau of Yards and Docks, Navy Department, Washington, until 11 o'cleck A. M., Cotober 15, 1904, and then and there publicly epened, for constructing certain vis

SEALED proposals, endorsed "Proposals for Brick and Granite Paving," will be received at the Bureau of Yards and Docks, Navy Department, Washington, until 11 o'clock A. M. Cetober 15, 1204, and then and there publicly opened, for constructing yitrified brick and granite pavements, catch basins, etc., at the Navy Yard, Boston, Mass. Plans and specifications can be seen at the Bureau or will be furnished by the Commandant of the navy yard named upon deposit of \$5 as security for their return. MORDECAI T. ENDICOTT, Chief of Bureau. September 21, 1904.

OFFICE PURCHASING COMMISSARY, U. S. Army, 39 Whitehall street, New York City, N. Y., Oct. 8, 1904.—Scaled proposels for furnishing and delivering subsistence stores in this city for the month of November, 1904, will be received at this office until it o clock A. M. on Oct. 18, 1904, and then opened. Information furnished on application Envelopes containing bids should be marked "Proposals for Subsistence Stores opened Oct. 18, 1904, addressed to Major D. L. BRAINARD, Commissary, U. S. A.

SATY, U. S. A.

OFFICE OF THE COMMISSIONERS, D. C.
Washington, Sept. 28, 1994—SEALED PROPOS
ALS will be received at this office until 12 o'clock
M. October 18, 1904, for constructing service sewer
in the District of Columbia. Specifications and
blank forms of proposals may be obtained at this in the District of Collaboration of the blank forms of proposals may be obtained at this office. The right is reserved to reject any and all bids or parts of bids. HENRY L. WEST, JOHN BIDDLE, Commissioners, D. C.

Court of Appeals Calendar. ALBANY, Oct. 7.—Court of Appeals calendar for Monday: Nos. 454, 4, 5, 8, 9, 11, 18 and 684.

C. J. RHOADS, Treasurer. PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE,
Room 207 Stewart Building, No. 280 Broadway,
New York, October 6, 1904.
TO CONTENACTORS.
Scaled bids or proposals for building a private
road bridge superstructure, 150 feet span, across
the Croton River, below the New Croton Dam, in
the Town of Cortlandt, Westchester County, New
York, will be received at this office until twelve
o'clock noon on Tuesday, October 25, 1904. They
will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the
award of the contract for doing said work and
furnishing the materials required will be made
by said Commissioners as soon thereafter as practicable.
Elank forms of said approved contracts and

ticable.

Blank forms of said approved contracts and the specifications thereof and bids or proposals and proper cavelopes for their enclosure, form of bond and all other information can be had at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see City Record, published at No. 2 City Hall.

WILLIAM H. TEN EYCK, President.

FRANK H. WARDER, Acting Secretary.

PUBLIC NOTICES.

DEPARTMENT OF FINANCE, BUREAU POR
THE COLLECTION OF TAXES, NO. 57 CHAMBERS STREET. BOROUGH OF MANHATTAN,
NEW YORK, OCT.

NOTICE '100.

NOTICE '100 TAXPAYERS.

NOTICE IS HEREBY GIVEN THAT THE Assessment Rolls of Real Estate and Personal Property in the City of New York for the year 160 and
the warrants for the collection of taxes have been
delivered to the undersigned, and that all the taxes
on said Assessment Rolls are due and payable on
MONDAY, OCT. 3, 1904, at the office of the Receiver of Taxes in the borough in which the property is located, as follows:

BOROUGH OF MANHATTAN, No. 57 Chambers
attreet, Manhattan, N. Y.

BOROUGH OF THE BRONX, corner Third and
Tremont Avenues, The Bronx, N. Y.

BOROUGH OF BROOKLYN, Rooms 2, 4, 6 and
8, Municipal Building, Brooklyn, N. Y.

BOROUGH OF FICHMOND, corner of Bay and
Sand Streets, Stapleton, Staten Island, N. Y.

BOROUGH OF RICHMOND, corner of Bay and
Sand Streets, Stapleton, Staten Island, N. Y.

BOROUGH OF RICHMOND, corner of Bay and
sand Streets, Stapleton, Staten Island, N. Y.

BOROUGH OF RICHMOND, corner of Bay and
sond Streets, Stapleton of Staten Island, N. Y.

BOROUGH OF RICHMOND, corner of Bay and
sond Streets, Stapleton of Staten Island, N. Y.

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sond Streets, Stapleton of Staten Island, N. Y.

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sond Streets, Stapleton of Staten Island, N. Y.

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sond Streets, Stapleton of Staten Island, N. Y.

BOROUGH OF RICHMOND, corner of Bay and
sond Streets, Stapleton Staten Island, N. Y.

BOROUGH OF RICHMOND, corner of Bay and
sond Streets, Stapleton Staten Island, N. Y.

BOROUGH OF RICHMOND, corner of Bay and
sond Streets, Stapleton Staten Island, N. Y.

BOROUGH OF RICHMOND, corner of Bay and
sond Streets, Stapleton Staten Island, N. Y.

BOROUGH OF THE BROOKLYN, Roceiver of Ta

CO-PARTNERSHIP NOTICES.

NOTICE is hereby given that all partnership lately subsisting between Edwin S. Hooley, Frank E. Brumley and Norbert Heinshelmer, who have been doing business under the firm name and style of Edwin S. Hooley & Co., was dissolved on the 5th day of October, 1994, by mutual consent. All debts owing to safe partnership are to be received by said Edwin S. Hooley and Frank E. Brumley, or either of them, or their assigns, and all demands on the self-partnership are to be presented to said Edwin S. Hooley and Frank E. Brumley, or either of them, for payment.

EDWIN S. HOOLEY, FRANK E. BRUMLEY, NORBERT HEINSHEIMER.

The undersigned announce that they have this day formed a partnership under the firm name of HOOLEY, LEARNARD & COMPANY, for the purpose of transacting a banking and general conmission business in stocks and bonds, with offices at No. 15 Broad Street, New York City, and No. 20 Congress Street, Boston, Massachusetts.

EDWIN S. HOOLEY, GEORGE E. LEARNARD, FRANK E. BRUGLEY, Member New York Stock Exchange.